

IN THE SPECIFICATION

Please replace paragraphs [0019], [0020], [0021] and [0022] with the following replacement paragraphs:

[0019] FIG. 5 shows multiple views of an embodiment of a carry handle including an embodiment of a weight determining mechanism utilizing digital operation, wherein FIG 5A is a perspective view of the handle, FIG 5B is a top plan view of the handle, and Figure 5C is a side elevational view of the handle.

[0020] FIG. 6 shows multiple views of another embodiment of a carry handle including an embodiment of a weight determining mechanism utilizing digital operation, wherein FIG 6A is a perspective view of the handle, FIG 6B is a top plan view of the handle, and Figure 6C is a side elevational view of the handle.

[0021] FIG. 7 shows multiple views of another embodiment of a carry handle including an embodiment of a weight determining mechanism utilizing digital operation, wherein FIG 7A is a perspective view of the handle, FIG 7B is a top plan view of the handle, and Figure 7C is a side elevational view of the handle.

[0022] FIG. 8 shows multiple views of another embodiment of a carry handle including an embodiment of a weight determining mechanism utilizing digital operation, wherein FIG 8A is a perspective view of the handle, FIG 8B is a top plan view of the handle, and Figure 8C is a side elevational view of the handle.

Please replace paragraph [0030] with the following replacement paragraph:

[0032] ~~FIG. 4~~ FIG. 4A-1 shows an embodiment of a carry handle (101), including functional elements, for determining the weight of a piece of luggage such as those shown in FIGS. 1-3. The carry handle (101) includes components which allow it to

function as a scale when the luggage is lifted by the carry handle (101). In the depicted embodiment, the weight determining mechanism (901) is designed to be purely mechanical.

Please replace paragraph [0035] with the following replacement paragraph:

[0035] It should be apparent from ~~FIG. 4~~ FIG 4A-1 and the above description that how much of the indicator is visible to the user of the luggage depends on the extension of the coil springs which comprise the resistance mechanism (405) in this embodiment. In particular, because the structures are of fixed dimensions with the exception of the coil springs, as the length of the coil springs increases, more of the mounting strip (417) is "pulled" from within the hollow interior of the grip (401) making more indicator (407) visible. Further, the extension of the coil springs is dependent on the force applied on them and that force in turn depends on the weight of the luggage imparted on mountings (409) and imparted to the mounting strips (417) when the grip (401) is held solidly in the hand and the luggage supported thereby.

Please replace paragraphs [0038] and [0039] with the following replacement paragraphs.

[0038] The indicators (407) placed on the main body (473) of the mounting strips (417) are therefore arranged so that the color of strip which is the last revealed from the hollow interior of the grip (401) indicates the approximate weight of the bag. This is shown in the progression of FIGS from ~~FIG. 4B to FIG. 4D~~ FIG 4B-1, 4C-1, 4D-1 and 4B-2, 4C-2 and 4D-2. In ~~FIG. 4B~~ FIGS. 4B-1 and 4B-2, the positioning of the grip (401) relative to the indicator (407) is such that no color is yet visible. This is the positioning which may be associated with lifting of the empty luggage. This indicates that no weight has been placed in the luggage. Only the weight of the luggage is included and the load

weight is not yet in question. In ~~FIG. 4C~~ FIGS. 4C-1 and 4C-2, the luggage has had a certain amount of weight placed in it. ~~In FIG. 4C,~~ and the weight is sufficient that the entire green strip is visible, as is a portion of the yellow strip. This would indicate that the luggage may have gone from a clearly safe loaded value (where only green was visible), to the point where there is a question about the weight, or that the luggage is approaching a target weight because the portion of indicator (407) that is yellow is visible.

[0039] In ~~FIG. 4D~~ FIGS. 4D-1 and 4D-2, all three of the color strips are visible leading to red being the last color revealed. At this point, the luggage is generally indicated to be overloaded. In particular, the bag may be too heavy to safely carry, or may be over standard airline weight restrictions depending on the embodiment of indicator used. This would indicate to the user, simply from picking up their bag, that they should consider reducing the weight of its contents before traveling, before carrying the luggage, or before allowing a child to carry the backpack.

Please replace paragraph [0042] with the following replacement paragraph:

[0042] FIGS. 5-8 show another embodiment of a carry handle including a weight determining mechanism (901). In these embodiments, the purely mechanical structure of ~~FIG. 4~~ FIG 4A-1 is replaced with a structure where the applied force is reported using electrical signals and in particular a digital numerical output. In these embodiments, the actual weight of the ~~luggage (801)~~ luggage may be reported on display indicator (707). Further, the system may include a reset or re-zero button (711) which may allow the user to determine the weight of the luggage while loaded and independently the weight of the contents of the luggage and the weight of the luggage itself. This may be particularly useful for determining the weight of what is being carried (as opposed to the weight of the luggage and the contents together) as this may be a better indicator of the difficulty to lift the luggage. The digital display ~~indicator (501)~~ indicator (707) may be controlled

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using a similar underlying resistance mechanism (405) as used in FIG. 4 or electromechanical force detection means or other mechanisms may be used instead.